



You can view a copy of the Scoping Summary Report at the following locations:

**City of Buena Park**  
Public Works Department  
Buena Park Library

**City of Commerce**  
Public Works Department  
Atlantic Branch Library  
Greenwood Branch Library

**Downey**  
Public Works Department  
Downey City Library

**La Mirada**  
Public Works Department  
La Mirada County Library

**Norwalk**  
Community Development Department  
Norwalk Regional Library  
Alondra Library  
County of Los Angeles Public Library

**Santa Fe Springs**  
Public Works Department  
Santa Fe Springs City Library

More Info

For More Information

Project information may be accessed on the Caltrans website at:  
[http://www.dot.ca.gov/disto7/routes5/is5\\_mip.htm](http://www.dot.ca.gov/disto7/routes5/is5_mip.htm).  
Information is updated periodically to keep the public apprised of the project's status.

Public comments can be made via phone, mail or e-mail to the following project coordinators:

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**State of California**  
**Department of Transportation**  
Division of Environmental Planning  
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I-5 Major Improvement Project  
Tentative Schedule

segment name	location on I-5	project approval anticipated	initiate right of way process	begin construction
Carmenita Interchange	Carmentita Road	(under review)	(under review)	(under review)
A	SR-91 to I-605	Summer 2004	Summer 2005	Summer 2007
B	I-605 to I-710	Winter 2005/2006	Spring 2006	Spring 2009
C	I-710 Interchange	Fall 2006	Fall 2006	Winter 2009/2010

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FALL 2002

Interstate 5  
CORRIDOR IMPROVEMENT PROJECT

CHRONICLING THE IMPROVEMENT PROJECT OF THE INTERSTATE-5 CORRIDOR

The Long and  
Widening Road

I-5 Corridor Improvement Project

Each day, approximately 200,000 vehicles travel Interstate 5 (I-5) between Interstate 710 (I-710) at the north end and State Route 91 (SR-91) at its south end. This stretch of the I-5, built in the 1950s, is outdated and insufficient to handle existing and future traffic demands.

More people, cars and trucks are a recipe for perpetual gridlock. Plans under consideration will include adding general-purpose lanes, High Occupancy Vehicle (HOV) lanes (for vehicles with two or more passengers), increasing the efficiency of arterial traffic, and improving existing modes of public transportation and their connections to the freeway. The I-5 Corridor Improvement Project consists of four smaller segments which will be implemented consecutively. They are the Carmenita Road Interchange Improvement Project, Segment A (SR-91 to I-605), Segment B (I-605 to I-710), and Segment C (I-710 Interchange Improvement). The I-5 Corridor Improvement Project was expedited largely due to a \$200 million contribution from the Governor's Traffic Congestion Relief Plan.

The Carmenita Road Interchange Improvement Project, the first action to improve the corridor, was approved on March 29, 2002 and is now in litigation. The eight-mile section of I-5 that is now under review is Segment A, which will widen the freeway between SR-91 in Orange County and I-605 in Los Angeles County.

Currently, the Federal Highway Administration (FHWA) and Caltrans have identified five alternatives for consideration between SR-91 and I-605. They are:

- **No Build Alternative**
- **Transportation Systems Management and Transportation Demand Management** Improve existing modes of public transportation (bus, rail, carpools and major I-5 corridor arterials) potentially decreasing personal use of vehicles and moving commuters to other forms of transportation and increasing the efficiency of arterial traffic.
- **Transit Enhancement Alternative** Improve existing connections between the freeway and public transportation (bus, rail).

(continued inside)

The  
Environmental  
Process

Before any community impact studies begin, scoping meetings must be conducted as part of any overall environmental review process, which adheres to federal and state guidelines. Input gathered throughout the scoping process has been documented in a Scoping Summary Report, and is available at the Caltrans District 7 Office, local libraries, and at each of the participating cities within the I-5 Joint Powers Authority. An overview of the topics discussed at the meetings are available at: [http://www.dot.ca.gov/disto7/routes5/is5\\_mip.htm](http://www.dot.ca.gov/disto7/routes5/is5_mip.htm).

# What We Heard...

## SCOPING MEETINGS:

### Identify Community Concerns

Scoping meetings allow the public to voice concerns in an open forum, and gives direction to FHWA and Caltrans staff in preparing the environmental studies. "You're the experts on your community," said Ron Kosinski, Deputy District Director, Caltrans Division of Environmental Planning, to one of the December scoping groups. "We're not. We're the visitors. And so we would like to hear your concepts and concerns, and what you think the important issues are."

The scoping meetings provided a forum to identify relevant concerns, so pertinent issues are studied and documented in the environmental report. By including public concerns and issues early, the need to make revisions to the document later are minimized. Scoping lays a firm foundation for the rest of the decision-making process.

The issues and concerns discussed at the December 2001 meetings focused on:

- **Alignment and alternatives** (How does the project affect overpasses, on- and off-ramps and truck and freight traffic?)
- **Property acquisition and business economic impacts**
- **Noise mitigation** (sound walls)
- **Air quality**
- **Stakeholder communications**
- **Construction schedule and timeframes**

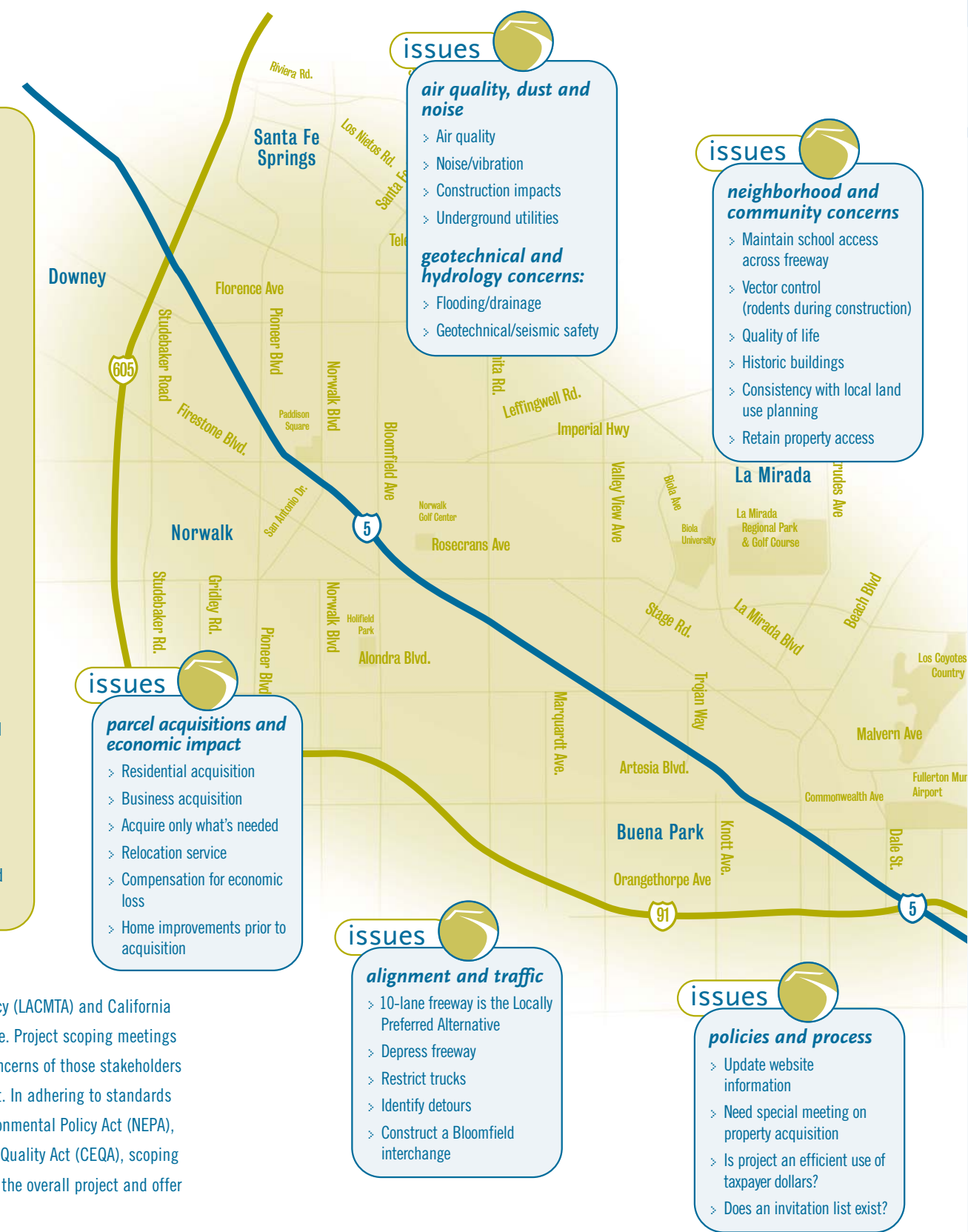
The FHWA and Caltrans are currently refining the five alternatives based on public input and results of the technical analysis. Within the next 10 months, the FHWA and Caltrans will prepare the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Agencies and the public will then have 60 days in which to submit comments and questions related to the document. A series of public meetings will also be held during that time. When the 60-day period closes, responses to the comments will be prepared and incorporated into the Final EIR/EIS, tentatively scheduled for release in December of 2003. The Final EIR/EIS will identify a selected alternative, and will be circulated for a 30-day public review. The FHWA will then issue a Record of Decision (ROD), which includes responses to comments on the Final EIR/EIS.

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- **Ten-Lane Facility Alternative** Two new lanes to be added in each direction on the freeway. (Mixed flow and/or HOV)
- **Twelve-Lane Facility Alternative** Three new lanes to be added in each direction. (Mixed flow and/or HOV)

In December 2001, several scoping meetings for Segment A were held for public agencies and members of the general public, in the I-5 project study area. Representatives from the cities of Santa Fe Springs, La Mirada, Downey, Buena Park, Commerce and Norwalk, as well as the Los Angeles County

Metropolitan Transportation Agency (LACMTA) and California Highway Patrol were in attendance. Project scoping meetings are held to identify issues and concerns of those stakeholders most directly affected by a project. In adhering to standards established by the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA), scoping meetings provide a description of the overall project and offer a forum for public comment.



## News from the Joint Powers Authority (JPA)

In 1991, a group of six cities lining the I-5 corridor banded together and formed the I-5 Consortium Cities Joint Powers Authority (JPA) to work in conjunction with transportation agencies in improving the freeway. The cities are: Santa Fe Springs, La Mirada, Downey, Buena Park, Commerce and Norwalk.

According to Lee Saage, JPA engineer, the consortium helps bring a local perspective to the overall planning process to ensure transportation concerns are balanced with local concerns, such as business and residential access, economic loss and loss of jobs, tax and income.

The JPA's mission is to represent the businesses and residents within the corridor, while increasing I-5's capacity and efficiency. To accomplish that task, the JPA is working with various transportation agencies to find solutions that will avoid economic and social impacts.

Widening the freeway is only one aspect of a final solution and cannot by itself address the I-5 corridor congestion and mobility problems. Other modes of transportation, including public transit systems and regional arterials, need to be included in the overall corridor project.

The JPA is part of a collaborative venture, which includes the FHWA, Federal Transit Administration, Caltrans, LACMTA, Orange County Transportation Authority (OCTA) and the Southern California Association of Governments (SCAG), that sponsored the preparation of the Major Investment Study (MIS) for I-5 congestion in 1995. The group developed a financially feasible multi-modal transportation option that would increase the capacity for vehicles through the corridor, while promoting safety and efficiency.

As part of the MIS, six alternatives were developed and evaluated. In January 1998, Caltrans and the local agencies, selected one, known as the Locally Preferred Alternative (LPA). This alternative would increase the existing freeway by two lanes in each direction, for a total of ten lanes. The two lanes would consist of one general use and one HOV lane. In addition, the LPA incorporates other multi-modal elements, such as: freeway, bus, rail, intelligent transportation systems, transportation demand management, truck, high occupancy vehicle, and roadway improvements. The LPA will be evaluated and incorporated into the EIR/EIS process.